

# LOCAL NOTICE TO MARINERS

U.S. Department of  
Homeland Security

**United States  
Coast Guard**



## **MONTHLY EDITION**

### **U.S. Coast Guard Eleventh District**

**ISSUED BY: COMMANDER ELEVENTH COAST GUARD DISTRICT (oan)**  
Coast Guard Island, Building 50-3, Alameda, California 94501-5100  
Telephone: (510) 437-2970 24 Hour FAX: (510) 437-3423  
**For subscription information and other questions, comments and suggestions,**  
call BM2 Rachel Mentz at (510) 437-2970 or  
e-mail at [rmentz@d11.uscg.mil](mailto:rmentz@d11.uscg.mil)  
Boating Safety Classes or Information: 1-800-869-SAIL (7245)

**BROADCAST NOTICE TO MARINERS** - Information concerning aids to navigation and waterway management promulgated by BNM 0067-04 to BNM 0083-04 has been incorporated in this notice if still significant.

**LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 2003 Edition**

#### **USE OF THE LOCAL NOTICE TO MARINERS**

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Eleventh Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

#### **I. SPECIAL NOTICES**

##### **LORAN-C STATUS AS OF 03 Feb 2004:**

Loran-C stations for 8290 and 9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7518. Current Loran-C Status is available 24 hours per days through the Internet at <http://www.navcen.uscg.mil>.  
LNM 05/04 dated 03 Feb 2004.

##### **dGPS STATUS AS OF 03 Feb 2004:**

For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707) 765-7612/ 7613.  
Proposed off-air dates:  
Cape Mendocino Off Air Until Further Notice.  
LNM 05/04 dated 03 Feb 2004

The U.S. Coast Guard announces the decommissioning of the Point Blunt DGPS site on 05 Mar 2004 at 1800Z. The DGPS signal for the surrounding area will be provided by the Lincoln CA DGPS site.

The Lincoln site specifications are:

RBN antenna Location: 38°50.77N 121°20.98W

REFSTA Ant Location (A): 38°50.79042N 121°21.03207W

REFSTA Ant Location (B): 38°50.79023N 121°21.03207W

REFSTA RTCM SC-104 ID (A): 210

REFSTA RTCM SC-104 ID (B): 211

REFSTA FIRMWARE VERSION: RE00-1C19

BROADCAST SITE ID: 764

TRANSMISSION FREQUENCY: 314 KHZ

TRANSMISSION RATE: 200 BPS

Additional information for the Lincoln, CA DGPS site can be found on the Coast Guard navigation center website, [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Users may direct queries to Commanding Officer, Coast Guard Navigation Center, 7323 Telegraph Rd, Alexandria, VA 22315, by calling 703-313-5900, or e-mail: [NISWS@NAVZEN.USCG.MIL](mailto:NISWS@NAVZEN.USCG.MIL)

## II. DISCREPANCIES / DISCREPANCIES CORRECTED AS OF 0800T 03 Feb 2004

DISCREPANCIES: (bold type and \* denote new information since last LNM)

530.00	<b>Trinidad Head LWB 26</b>	<b>BURNING DIM</b>	CHART	BNM	LNM
561.00	Saint George Reef LT	EXTINGUISHED	18600	0074-04	05-04*
4669.00	<b>Oakland Inner HBR LB 4</b>	<b>OFFSTATION</b>	18600	1102-03	42-03
4780.00	<b>Ballena Bay LT 1</b>	<b>EXTINGUISHED</b>	18744	0081-04	05-04*
6557.00	Suisun Bay CH LT 24A	DESTROYED/TRUB	18744	0064-04	05-04*
			18654	0610-03	22-03

Discrepancies Corrected:

3107.00	Los Angeles App CH LWB3	WATCHING PROPERLY	18751	0062-04	04-04
3970.00	Monterey Bay LT 6	WATCHING PROPERLY	18685	1132-03	43-03
4155.00	Colorado Reef LB CR	WATCHING PROPERLY	18645	0054-04	04-04

## III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

TEMPORARY CHANGES: (bold type and \* denote new information since last LNM)

1595.00	Shelter Island West End LT 2	TRLB	18773	0124-03	04-03
2225.00	Chula Vista Channel LT 15	TRLB	18773	0280-02	14-02
2570.00	San Clemente N End Radar Buoy A	DISESTABLISHED	18762	1064-02	45-02
4960.00	San Bruno Shoal CH LT 4	TRLB	18651	1070-03	41-03
5685.00	Richmond LT 4	TRLB	18649	0587-03	20-03
6557.00	Suisun Bay CH LT 24A	TRLB	18654	0047-04	03-04
6600.00	New York Slough LT 2	TRLB	18654	1167-03	45-03
6625.00	New York Slough LT 5	TRLB	18654	0839-03	32-03
6860.00	San Joaquin River LT 49	TRLB	18661	0243-03	09-03
7945.00	Bodega HBR CH DBN 34	TRUB	18643	0829-03	32-03

TEMPORARY CHANGES CORRECTED:

None.

## IV. CHART CORRECTIONS

**EXPLANATION OF FORMAT** - Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. It is up to the mariner to decide which charts are to be corrected. The following example explains the individual elements of a typical correction:

Chart number	Chart edition	Edition date	Reference datum	Last Local Notice to Mariners	Source of correction	Current Notice to Mariners
18649	53rd ed	05/6/1989	NAD 83	Last LNM: 35/89	( CGD11 )	37/89
(Temp)	CA - SAN FRANCISCO BAY - General Location					
	Add Embonee Channel Light 1		FIR 2.5s 7M		37°48'00.000"N	122°15'00.000"W
	<b>Corrective action</b>		<b>Object of corrective action</b>			<b>Position</b>

(Temp) located below the chart number indicates that the corrective action is temporary. Courses and bearings are given in degrees clockwise from 000° True. Bearings of light sectors are toward the light from seaward. The nominal range of a light is expressed in nautical miles, (e.g. 7M).

18645	24 <sup>th</sup> ed.	07/01/2000	NAD 83	Last LNM: 42/03	( CGD11 )	05/04
	CA - GULF OF THE FARRALLONES					
	Relocate Buoy FI R 2.5s 5M			from 37°31'13.900"N 122°31'36.100" W	to 37°31'13.842"N 122°31'37.164"W	
18659	14 <sup>th</sup> ed.	09/18/1999	NAD 83	Last LNM: 43/03	( CGD11 )	05/04
	CA - SUISUN BAY/MALLARD ISLAND TO ANTIOCH					
	Relocate Light FI R 4s 15ft 3M			from 38°03'34.687"N 121°48'30.924"W	to 37°03'34.516"N 121°48'30.693"W	
18656	52 <sup>nd</sup> ed.	03/31/2001	NAD 83	Last LNM: 01/04	( CGD11 )	05/04
	CA - SUISUN BAY					
	Add Submerged Vessel				at 38°04'42.000"N 122°04'54.000"W	
	Submerged Vessel				at 38°03'49.000"N 122°05'55.000"W	

## Chart Corrections (Cont)

18660	2 <sup>nd</sup> ed.	05/01/2003	NAD 83	Last LNM: 44/03	( CGD11 )	05/04
	CA – STOCKTON DEEP WATER CHANNEL					
	Relocate	Light FI R 4s 15ft 3M		from 38°03'34.687"N 121°48'30.924"W	to 37°03'34.516"N 121°48'30.693"W	
	Add	Submerged Vessel			at 38°09'51.500"N 122°02'38.500"W	
18661	27 <sup>th</sup> ed.	02/01/2003	NAD 83	Last LNM: 52/03	( CGD11 )	05/04
	CA – SACRAMENTO AND SAN JOAQUIN RIVERS					
	Relocate	Light FI R 4s 15ft 3M		from 38°03'34.687"N 121°48'30.924"W	to 37°03'34.516"N 121°48'30.693"W	
	Add	Submerged Vessel			at 38°09'51.500"N 122°02'38.500"W	
18662	20 <sup>th</sup> ed.	12/11/1999	NAD 83	Last LNM: 49/03	( CGD11 )	05/04
	CA – SACRAMENTO RIVER					
	Add	Submerged Wreck			at 38°02'27.500"N 121°42'13.500"W	
18703	24 <sup>th</sup> ed.	01/26/2002	NAD 83	Last LNM: 48/03	( CDG11 )	05/04
	CA – ESTERO BAY (MORRO BAY INSET)					
	Add	Shoaling Rep			at 35°22'00.000"N 120°51'00.000"W	
18740	40 <sup>th</sup> ed.	08/01/2003	NAD 83	Last LNM: 52/03	( CGD11 )	05/04
	CA – SAN DIEGO TO SANTA ROSA ISLAND					
	Add	Submerged Wreck			at 34°07'42.000"N 119°13'24.000"W	
18751	42 <sup>nd</sup> ed.	12/01/2001	NAD 83	Last LNM: 52/03	( CGD11 )	05/04
	CA – LOS ANGELES AND LONG BEACH HARBOR					
	Add	Shoaling Rep 2003			at 33°45'06.000"N 118°13.24.000"W	

## V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

None.

## VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

**NORTHERN CALIFORNIA – PILLAR POINT** - The Coast Guard is proposing to permanently discontinue the sound signal on Pillar Point Harbor Approach Lighted Horn Buoy "PP" (LLNR 330). The light characteristic will not be discontinued or altered in this process. Please submit comments by **01 Mar 2004** to Lieutenant Junior Grade Scott Medeiros at (510) 437-2969 or [smedeiros@d11.uscg.mil](mailto:smedeiros@d11.uscg.mil).  
Chart: 18680 LNM 05/04 dated 03 Feb 2004.

## VII. GENERAL INFORMATION

All times are given in local time, represented by the time followed by (T).

**GENERAL – LOCAL NOTICE TO MARINERS ON THE INTERNET** – Coast Guard District 11 offers the Local Notice to Mariners (LNM) on the internet; [www.navcen.uscg.gov/lnm/d11](http://www.navcen.uscg.gov/lnm/d11). Customers with internet access are encouraged to take advantage of this service. It provides information faster and allows for several copies of the LNM if necessary. The use of the above service would assist with reducing publishing and mailing cost. Should you decide to use the web access, contact BM2 Rachel Mentz at (510) 437-2970 or [mentz@d11.uscg.mil](mailto:mentz@d11.uscg.mil) in order to discontinue your paper copy.  
Chart: None LNM 05/04 dated 03 Feb 2004.

**SOUTHERN CALIFORNIA – SAN DIEGO BAY – CONSTRUCTION OPERATIONS** - Marathon Construction Corporation will be repairing the Chollas Creek fender system and Quaywall **through 26 May 2006**. The construction will be in the vicinity of the Naval Amphibious Base, Coronado and Naval Station San Diego. Mariners are advised to use caution when transiting the area. For further comments or details, contact Matt Richer at (619) 843-8976.  
Chart: 18773 LNM 43/03 dated 28 Oct 2003.

**SOUTHERN CALIFORNIA – SAN DIEGO BAY – NORTH ISLAND NAVY ASSET PROTECTION BARRIERS** – The U.S. Navy has constructed a protection barrier for its assets at North Island. Anchor locations for the barriers are in the following positions: 32°42.83'N 117°11.57'W, 32°42.87'N 117°11.55'W, 32°42.92'N 117°11.50'W, 32°42.87'N 117°11.37'W, 32°42.78'N 117°11.27'W, 32°42.73'N 117°11.13'W, 32°42.65'N 117°11.08'W, 32°42.47'N 117°10.93'W, 32°42.33'N 117°10.82'W, 32°42.22'N 117°10.83'W. Each mooring position (10 of them) will show a characteristic of Q Y. These barriers will be in place **until further notice**. For further comments or details, contact Lieutenant Henry P. Pierce, USN at (619) 556-3143.  
Chart: 18773 LNM 48/03 dated 02 Dec 2003.

**SOUTHERN CALIFORNIA – SAN DIEGO BAY – POINT LOMA NAVY ASSET PROTECTION BARRIERS** – The U.S. Navy has constructed a protection barrier for its assets at Point Loma. Anchor locations for the barriers are in the following positions: 32°41.45'N 117°14.36'W (shore), 32°41.46'N 117°14.32'W, 32°41.49'N 117°14.23'W, 32°41.49'N 117°14.11'W, 32°41.43'N 117°14.01'W, 32°41.32'N 117°14.0'W, 32°41.24'N 117°13.98'W, 32°41.24'N 117°14.03'W, 32°41.20'N 117°13.99'W, 32°41.19'N 117°13.99'W (shore). Each mooring position (10 of them) will show a characteristic of Quick Y. These barriers will be in place **until further notice**. For further comments or details, contact Lieutenant Henry P. Pierce, USN at (619) 556-3143.  
Chart: 18773 LNM 12/03 dated 25 Mar 2003.

03 Feb 2004

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE  
WORLD WIDE WEB AT [WWW.NAVCEN.USCG.GOV/LNM/D11/](http://WWW.NAVCEN.USCG.GOV/LNM/D11/)

LNM 05/04

## General Info (Cont)

**SOUTHERN CALIFORNIA – SAN DIEGO BAY – NAVAL STATION ASSET PROTECTION BARRIERS** – The U.S. Navy has constructed a protection barrier for its assets at the Naval Station. Anchor locations for the barriers are in the following positions: 32°41.03'N 117°08.13'W, 32°42.92'N 117°08.00'W, 32°40.82'N 117°07.90'W, 32°40.73'N 117°07.82'W, 32°40.63'N 117°07.72'W, 32°40.52'N 117°07.65'W, 32°40.42'N 117°07.50'W, 32°40.30'N 117°07.50'W, 32°40.13'N 117°07.48'W, 32°39.97'N 117°07.45'W, 32°39.83'N 117°07.42'W, 32°39.72'N 117°07.40'W. Each mooring position (12 of them) will show a characteristic of Quick Y. These barriers will be in place **until further notice**. For further comments or details, contact Lieutenant Henry P. Pierce, USN at (619) 556-3143.  
Chart: 18773 LNM 48/03 dated 02 Dec 2003.

**SOUTHERN CALIFORNIA – SAN DIEGO BAY – SURVEY OPERATIONS** – The U.S. Navy is conducting hydrographic surveys of the San Diego approaches from sea into the channel and the inner harbor with three ships **until further notice**. Mariners are advised to use caution when transiting the area. For further comments or details, contact Lieutenant Junior Grade William Scarborough at (361) 776-4797.  
Chart: 18773 LNM 48/03 dated 02 Dec 2003.

**SOUTHERN CALIFORNIA – SAN DIEGO – DIVING OPERATIONS** – The United States Navy will be conducting diving operations **through 31 Dec 2004** in the vicinity of North Island. Operations will involve inert mines and other submerged objects in an area bound by the following coordinates: 32°40.224'N 117°12.682'W 32°40.235'N 117°11.807'W 32°41.210'N 117°11.810'W, 32°41.202'N 117°12.682'W. Mariners are advised to use caution when transiting the area.  
Chart: 18733 LNM 05/04 dated 03 Feb 2004.

**SOUTHERN CALIFORNIA – SAN DIEGO – TEMPORARY SECURITY ZONE** – The U.S. Coast Guard has established a temporary security zone in the water adjacent to the National City Marine Terminal, San Diego Bay **through 15 Mar 2004**. This action is needed to protect the U.S. Naval vessels and their crews during a military out load evolution at the National City Marine Terminal from sabotage, or other subversive acts, accidents, criminal actions or other causes of a similar nature. The Limits of the security zone are positions: 32°39.33'N 117°07.06'W, 32°39.29'N 117°07.36'W, 32°38.58'N 117°07.34'W, 32°38.59'N 117°07.13'W. Mariners are advised to stay clear of the area.  
Chart: 18733 LNM 05/04 dated 03 Feb 2004.

**SOUTHERN CALIFORNIA – SAN DIEGO – OCEANOGRAPHIC OPERATIONS** – Scripps Institution of Oceanography will be deploying a subsurface oceanographic mooring off San Diego **on 04 Feb 2004, which will remain in place through 20 Feb 2004**. The mooring will be deployed in the San Diego Trough at about 32°47.5'N 117°40.0'W, it will be at a depth of about 250 m, and connected to an anchor on the seafloor using 1/4" jacketed wire rope. Four acoustic transponders will be deployed around the mooring, approximately 0.6 nm from it. The transponders will be 3 m above the bottom. During the deployment cruise a J15-3 acoustic source suspended from shipboard will be operated in the vicinity of the mooring. The source level will be less than or equal to 180 dB re 1 microPascal at 1 m. The transmitted signals will have center frequencies of 75 Hz and 250 Hz. The maximum depth to which the J15-3 will be deployed is 100 m. For further comments or details, contact Peter Worcester, Ph.D. at (858) 534-4688.  
Chart: 18772 LNM 04/04 dated 27 Jan 2004.

**SOUTHERN CALIFORNIA – VENTURA HARBOR – DREDGING OPERATIONS** – Manson Construction Company will be conducting dredging operations in the Ventura Harbor **from 04 Feb through 15 Mar 2004** at the Harbor Entrance Channel and Sand Trap Area behind the detached breakwater. Several vessels, including the DREDGE *H.R. MORRIS* will be on scene and monitoring VHF-FM Ch. 16 and 67. Material will be transported through floating pipeline, submerged pipeline, and shore pipeline to a disposal area down the coast to McGrath State Beach. Mariners are advised to use extreme caution when passing the DREDGE. For further comments or details, contact Frank Bechtolt at (562) 762-5367.  
Chart: 18725 LNM 04/04 dated 27 Jan 2004.

**SOUTHERN CALIFORNIA - CAMP PENDLETON – ASSAULT VESSEL TESTING** - The U.S. Marine Corps is testing an advanced amphibious assault vehicle **from 0700T to 1700T Monday through Friday until Jun 2004** off of Camp Pendleton. Several support boats will be in the vicinity of testing vehicles. The water safety officer will be monitoring VHF-FM Ch. 16. For further comments or details, contact BMC Doug Samp at (619) 683-6309.  
Chart: 18740 LNM 39/02 dated 24 Sep 2002.

**SOUTHERN CALIFORNIA – CAMP PENDLETON – WAVE BUOY INSTALLATION** – The Marine Corp has installed a wave buoy in position 33°13.3'N 117°26.0'W which will be in place **through 18 Feb 2008**. The military will be using the buoy for testing equipment in the area. The light characteristic is Fl Y 4s. For further comments or details, contact Dale Stubblefield at (760) 725-2895.  
Chart: 18774 LNM 09/03 dated 04 Mar 2003.

**SOUTHERN CALIFORNIA - OCEANSIDE HARBOR - MARINE EVENT SAFETY ZONE PROPOSAL** – The California Half Ironman Triathlon will take place **from 0530U to 1000U on 03 Apr 2004**. The USCG Activities San Diego Marine Event Coordinator is seeking public comment for the proposed marine event and safety zone. This event will consist of approximately 2000 swimmers conducting a 1.2-mile swim within Oceanside Harbor. The proposed event and safety zone would close Oceanside Harbor while the swimmers are in the water for the safety of the participants. For further comments or details, contact OSC Doug Samp (619) 683-6309.  
Chart: 18751 LNM 51/03 dated 23 Dec 2003.

**SOUTHERN CALIFORNIA - PT BUCHON - SCIENTIFIC RESEARCH** - Scientific Solutions in conjunction with Scripps Institute of Oceanography, will be placing a mooring buoy 2 miles south of Pt Buchon in position 35°12.8'N 120°54.2'W **through 05 Feb 2004**. The buoy will be a white 5' spherical buoy, with a horizontal blue stripe, showing a fixed white light. *R/V NEW HORIZON* will be on the mooring most of the time. For further comments or details, contact Michael Birmann at (603) 880-3784.  
Chart: 18703 LNM 51/03 dated 23 Dec 2003.

**SOUTHERN CALIFORNIA - LOS ANGELES – CONSTRUCTION OPERATIONS** - The Los Angeles Deepening Project is currently being conducted in Southwest Slip near Los Angeles Pier 100. A submerged rock dike has been constructed from Pier 100 northwesterly into Southwest Slip and is being filled to 10 ft above MLLW. All mariners are advised to remain clear of this area. For further comments or details, contact BMC Robert Mikulskis at (310) 732-2020.  
Chart: 18751 LNM 13/03 dated 01 Apr 2003.

## General Info (Cont)

**SOUTHERN CALIFORNIA – LOS ANGELES – DREDGING OPERATIONS** – L.A. Deepening Constructors will be conducting dredging operations **through 30 May 2004** in the LA Main Channel. The DREDGE *HR MORRIS* will be on scene and monitoring VHF-FM Ch. 13, 16, and 66. The dredge will be using a combination of floating and submerged pipeline to pump material to the Southwest Slip Area. It will be moving on spuds and anchors. Anchor cable can extend hundreds of feet out from the dredge, derrick barges, and other construction equipment. The dredge operates 24 hours a day, seven days a week and is powered by a submerged shore power cable. In addition, a rock dike has been constructed to +15 ft MLLW from berth 100 to the northwestern end of the Southwest Slip. For further comments or details, contact Frank Bechtolt at (562) 762-5367, Freddy Franks, Dredge Captain at (562) 762-5378, the HR Morris at (562) 762-5449, or Paul Watkins at (310) 521-1300. Chart: 18751 LNM 17/03 dated 29 Apr 2003.

**SOUTHERN CALIFORNIA – LOS ANGELES – CONSTRUCTION OPERATIONS** – Manson Construction will be conducting construction operations in the vicinity of the south side of the Pier 400 in the Port of Los Angeles **through Mar 2005**. Seven lighted danger buoys are marking the area. The perimeter of this area is at –15 ft and is marked by seven lighted danger buoys. A visual representation of the Pier 400 Submerged Storage Area is depicted at Project #5 on Enclosure (1). Mariners requiring 8 ft or greater navigational draft must remain clear of this area. Several vessels will be on scene monitoring VHF-FM Ch 8, 13, 66, and 79-A. For further comments or details, contact Paul Watkins at (310) 521-1300. Chart: 18751 LNM 48/03 dated 02 Dec 2003.

**SOUTHERN CALIFORNIA – LOS ANGELES – CONSTRUCTION OPERATIONS** – The L.A. Deepening Constructors will be conducting construction operations including clam dredging, rock replacement, and cutter suction dredge operations at Pier 300 **24 hours per day through Mar 2005**. A rock dike perimeter to +9 ft MLLW will be constructed, followed by hydraulic fill operation to +15 ft MLLW. The D/B *LONG BEACH* and the D/B *LOS ANGELES*, along with the assist vessels will be on scene and monitoring VHF-FM Ch. 13, 16, 66, and 79A. A lighted warning buoy has been placed in positions: 33°44.3'N 118°14.92'W. For further comments or details, contact John Molvar or Paul Watkins at (310) 521-1300. Chart: 18751 LNM 48/03 dated 02 Dec 2003.

**SOUTHERN CALIFORNIA – LONG BEACH – DEMOLITION WORK** – Manson Construction and Connolly-Pacific Co. are conducting demolition work at the Pier T Site in the Port of Long Beach **through Oct 2004**. The demolition work (removing Piers 1, 2, and 3) will be conducted from land and water. The waterside work will be performed using floating crane barges, workboats, and flat barges. A debris boom will be installed from the southwest end of Pier T on the west side of Pier 3. The DERRICK BARGES *LONG BEACH*, *VALKYRIE*, and *SOUTHMAN* will be monitoring VHF-FM Ch. 13, 66, and 79A. All anchors will be marked with lighted crown buoys. All mariners are advised to use caution when transiting the area. For further comments or details, contact Mike Ellis at (562) 437-2831. Chart: 18751 LNM 12/03 dated 25 Mar 2003.

**SOUTHERN CALIFORNIA – LONG BEACH – ROCK WORK** – Connolly-Pacific Company is conducting rock work at the Pier T Site in the Port of Long Beach from land and water using floating crane barges, workboats, and flat barges **through Apr 2004**. The D/B *LONG BEACH* and the D/B *LOS ANGELES* will be on scene and monitoring VHF-FM Ch. 13 and 79A. Two temporary moorings have been placed at the site in approximate position 33°27'N 118°08'W. Mariners are advised to use caution when transiting the area. For further comments or details, contact Steven Schryver at (562) 437-2831. Chart: 18751 LNM 50/03 dated 16 Dec 2003.

**SOUTHERN CALIFORNIA – ANAHEIM BAY – PROTECTION BARRIER** – The Navy has constructed a protection barrier for its asset at Naval Weapons Station Seal Beach. Anchor buoys location for the barriers are in the following positions: 33°44.067'N 118°05.560'W, 33°44.120'N 118°05.700'W, 33°44.127'N 118°05.486'W, 33°44.009'N 118°05.428'W, 33°43.996'N 118°05.372'W attached with wire rope and floating orange and white ball buoy markers. All boating traffic is still required to stay within the small craft channel at all time. **These barriers will be in place till further notice.** For Further comments or details, contact Albert Rosales at (532) 626-7206 Chart: 18749 LNM 05/04 dated 03 Feb 2004.

**SOUTHERN CALIFORNIA – OXNARD – SURVEY OPERATIONS** – Fugro West, Inc. will conduct a geological/geophysical survey offshore California **from 05 Feb 2004 through 15 Mar 2004 from 0600U to 1800U**. The Vessel M/V Chart Maker will be on scene and monitoring VHF FM Ch 16. For further comments or details, contact Arthur Nitsche at (532) 590-5201. Chart: 18725 LNM 05/04 dated 03 Feb 2004.

**SOUTHERN CALIFORNIA – SANTA CRUZ – DREDGING OPERATIONS** – The Santa Cruz Port District will be conducting dredging operations in the harbor entrance **through 30 Apr 2004**. The DREDGE *SANBRIGHT* will be on scene and monitoring VHF-FM Ch. 16. For further comments or details, contact Santa Cruz Port District at (831) 475-6161. Chart: 18685 LNM 47/03 dated 25 Nov 2003.

**NORTHERN CALIFORNIA - MONTEREY BAY - SCIENTIFIC RESEARCH** - Kinetic Labs is conducting surface water sampling research and will be placing two buoys in Monterey Bay, in positions 36°53.4'N 121°55.4'W and 36°42.7'N 121°54.7'W, to remain **through 01 Apr 2004**. The buoys are white 4' regulatory buoys with the word "WARNING" and a contact phone number, and have a characteristic of FI W 2s. For further comments or details, contact Ken Kronschnabl at (831) 457-3950. Chart: 18685 LNM 02/04 dated 13 Jan 2004.

**NORTHERN CALIFORNIA – SAN FRANCISCO BAY – DREDGING OPERATIONS** – The Salt River Construction Company will conduct dredging operations in the San Rafael Canal in the county of Marin **through 01 Jun 2004**. The D/B *BARBARA ANN* and the TUG *IRENE LAURITZEN* will be on scene and monitoring VHF-FM Ch. 13, 14, and 78. Mariners are advised to use caution when transiting the area. For further comments or details, contact Rick Moseley at (415) 435-1024. Chart: 18652 LNM 43/03 dated 28 Oct 2003.

**NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENTS** – Please refer to the Yacht Race Association website: [www.YRA.org](http://www.YRA.org) for yacht race schedules in the SF Bay. For further comments or details, contact MST1 Brian Clark at (415) 399-3440. Chart: None LNM 32/03 dated 12 Aug 2003.

**NORTHERN CALIFORNIA – SAN FRANCISCO BAY – TEMPORARY SECURITY ZONE** – The U.S. Coast Guard has established moving and fixed security zones extending 100 yds in the U.S Territorial Waters around all high interest vessels (HIVs) that enter, are moored in, or depart from the San Francisco Bay and Delta Ports and extending 25 yds in the U.S navigable waters surrounding the piers, abutments, fenders and pilings of the Golden Gate Bridge and San Francisco-Oakland Bay Bridge. This rule is in effect **through 1159U on 31 Mar 2004**. If the need for the security zones ends before the scheduled termination time, the Captain of the Port will cease enforcement of these security zones and this will be announced via Broadcast Notice to Mariners. Chart: 18649 LNM 05/04 dated 03 Feb 2004.

03 Feb 2004

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE  
WORLD WIDE WEB AT [WWW.NAVCEN.USCG.GOV/LNM/D11/](http://WWW.NAVCEN.USCG.GOV/LNM/D11/)

LNM 05/04

## General Info (Cont)

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - ENVIRONMENTALLY SENSITIVE AREA BUOY PLACEMENT** - An Environmentally Sensitive Area (ESA) is being marked along the Shores of YBI, from the Coast Guard Base around the Eastern Tip of YBI and into westernmost reaches of Clipper Cove. Regulatory buoys that say "Closed Area" with Fl 4s W lights mark the ESA. Each Buoy is in 6 ft of water and marks the eel grass beds close to shore. Between the larger buoys will also be many "Keep Out" regulatory buoys. Mariners are advised to remain clear of this area. The buoys will be in place for the entire duration of the bridge project. For further comments or details, contact Rachel Woddfield at (858) 560-5465.  
Chart: 18650 LNM 13/03 dated 01 Apr 2003.

**NORTHERN CALIFORNIA - OAKLAND ESTUARY - SEISMIC RETROFIT** - CalTrans will be installing stone columns and jet grout columns as part of the seismic retrofit project of the Webster and Posey Tunnels **24 hours per day, 7 days per week through 15 Mar 2004**. Up to three BARGES will be positioned over the tunnels, which will be blocking only half of the channel at once and monitoring VHF-FM Ch. 13, 14, and 74. Mariners are advised to use caution when transiting the area. For further comments or details, contact Christopher Wike (510) 523-4652.  
Chart: 18650 LNM 21/03 dated 27 May 2003.

**NORTHERN CALIFORNIA - SAN LEANDRO - SURVEY OPERATIONS** - The U.S. Geological Survey have temporarily installed survey equipment adjacent to the San Leandro Marina between positions 37°40.7'N 122°11.2'W and 37°40.2'N 122°10.9'W. There are 10 meter by 10 meter blocks of conduit every 100 meters along this area. Orange 2 ft long buoys are marking each end of each block. The conduit is approximately 5 ft tall and is in 1 ft of water. The equipment will be in place **through Apr 2004**. Mariners are advised to use caution when transiting the area. For further comments or details, contact Dan Gaube at (707) 562-2004.  
Chart: 18652 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA - CONCORD NAVAL WEAPONS STATION - SAFE PASSAGE ZONE ESTABLISHED** - The U.S. Coast Guard has established a safe passage zone around the Concord Naval Weapons Station in the vicinity of Port Chicago Reach, which should be used when the area's security zone is in effect. Four buoys marking the limits are yellow with black lettering reading "A", "B", "C", "D" and are in positions: 38°03.9'N 122°01.1'W, 38°03.9'N 122°00.8'W, 38°03.9'N 122°00.5'W, and 38°03.8'N 122°00.2'W, respectively.  
Chart: 18652 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA - SAN RAFAEL CREEK - DREDGING OPERATIONS** - Western Dock Enterprises is conducting dredging operations in the San Rafael Creek **through 31 May 2004**. D/B I, II, and TUGS HAYDEN BAY and POWER PUSHER are on scene and monitoring VHF-FM Ch. 13, 14, and 79. The disposal site is at Alcatraz Disposal Site SF-11. Dump scows are anchored Southwest of the San Pablo Strait, Marker #17, and south of the San Rafael Creek in -6.0 ft of water during the operation. For further comments or details, contact Les Shorter at (707) 765-4646.  
Chart: 18649 LNM 50/03 dated 16 Dec 2003.

**NORTHERN CALIFORNIA - HUMBOLDT BAY/CAPE MENDOCINO - BUOYS INSTALLED** - The U.S. Army Corp of Engineers has installed two Waverider buoys. The first buoy is 3 NM west of South Spit, Humboldt Bay in position 40°45.2'N 125°18.8'W in 40 meters of water. The second buoy is located 17.4 NM west of Punta Gorda, off of Cape Mendocino in 325 meters of water. Both buoys are yellow, 3 feet in diameter, with an attached telemetry whip antenna, and a night time yellow color warning flashing light. The light timing sequences are 5 flashes at 1 second intervals with a period of 20 seconds between each series. The visual range of each buoy is one kilometer and they are marked "Wave Buoy". For further comments or details, contact Julie Thomas at (858) 534-3032.  
Chart: 18622/18623 LNM 04/04 dated 27 Jan 2004.

**NORTHERN CALIFORNIA - HUMBOLDT BAY - CONTROLLED BURNS** - The U.S. Bureau of Land Management Field Office in Arcata will be conducting controlled burns in the vicinity of Humboldt Bay South Spit **during the month of Feb 2004**. These controlled burns are being set for the completion of the Western Snowy Plover Habitat Restoration Project. Mariners transiting this area during a controlled burn may experience periods of reduced visibility due to smoke. Any questions concerning the controlled burns, or the habitat restoration project, may be directed to the Bureau of Land Management Field Office in Arcata at (707) 825-2306.  
Chart: 18622 LNM 04/03 dated 27 Jan 2004.

**ARIZONA - COLORADO RIVER - MARINE EVENT AND SAFETY ZONE PROPOSAL** - USCG Activities San Diego Marine Event Coordinator is seeking public comment for the proposed marine event and safety zone to take place **from 0700U to 1900U 07 and 08 May 2004**. This event will consist of eight 44 ft canoes rowing in heat races from the Davis Dam to the Laughlin/ Bullhead City Bridge along Davis Camp. The proposed safety zone will close this reach of the Colorado River for the safety of the participants and spectators. For further comments or details, contact OSC Doug Samp at (619) 683-6309.  
Chart: None LNM 04/04 dated 27 Jan 2004.

**ARIZONA - COLORADO RIVER - MARINE EVENT SAFETY ZONE PROPOSAL** - The IWSRA PARKER MARATHON WATER SKI RACE will take place **from 0800U to 1600U on 13 and 14 Mar 2004**. The USCG Activities San Diego Marine Event Coordinator is seeking public comment for the proposed marine event and safety zone. This event will consist of approximately 150 to 200 21ft ski boats and skiers racing in heats from the Blue Water Resort to La Paz County Park. The proposed safety zone will close this reach of the Colorado River for the safety of the participants and spectators. For further comments or details, contact OSC Doug Samp at (619) 683-6309.  
Chart: None LNM 51/03 dated 23 Dec 2003.

**ARIZONA - COLORADO RIVER - MARINE EVENT AND SAFETY ZONE PROPOSAL** - USCG Activities San Diego Marine Event Coordinator is seeking public comment for the proposed marine event and safety zone **scheduled for 2015U to 2115U 30 May 2004**. The event will consist of a 25-minute fireworks display in the area of the AVI Resort and Casino. The proposed safety zone would restrict all vessel traffic (commercial and recreational) 15 minutes prior to firing time until completion of the display. For further comments or details, contact OSC Doug Samp at (619) 683-6309.  
Chart: None LNM 04/04 dated 2004.

**ARIZONA - COLORADO RIVER - MARINE EVENT PROPOSAL** - USCG Activities San Diego Marine Event Coordinator is seeking public comment for a proposed marine event **to take place 0800U to 1600U on 18, 19 and 20 Jun 2004** near the Bluewater Resort And Casino. The event will consist of four 20 ft ski boats pulling wake boarders for exhibition and instruction purposes intermediately throughout the proposed times. Event participant vessels would be operating at approximately 20 mph within the "No Wake" zone. For further comments or details, contact OSC Doug Samp at (619) 683-6309.  
Chart: None LNM 04/04 dated 2004.

**BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS** - Questions regarding bridge operations, discrepancies, regulations or permit applications, please contact: Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-3, Alameda, CA 94501-5100 Phone: (510) 437-3514 or the Coast Guard Command Center at (510) 437-3701. Flotsam and drift may have accumulated on and near bridge piers and abutments and mariners should approach all bridges with caution.

**SOUTHERN CALIFORNIA – ALAMITOS BAY/ LONG BEACH – 2<sup>nd</sup> STREET WEST HIGHWAY BRIDGE RETROFIT** – Floating containment boom and scaffolding is located in various spans **through March 2004**. Scaffolding reduces vertical clearance below the bridge by approximately 5 ft and will be lighted at night with white lights. Mariners are requested to use alternate routes during the project.  
Chart: 18749 LNM 15/03 dated 15 Apr 2003.

**SOUTHERN CALIFORNIA – LOS ANGELES MAIN CHANNEL – VINCENT THOMAS BRIDGE** – A 16 ft wide scaffolding periodically located in the channel span reduces vertical clearance by 9 ft. The scaffolding will be moved out of the channel at night and when not in use. The bridge provides 185 ft vertical clearance above Mean High Water for the mid 500 ft of the channel span.  
Chart: 18751 LNM 31/03 dated 05 Aug 2003.

**SOUTHERN CALIFORNIA – NEWPORT BAY – LIDO ISLE BRIDGE RETROFIT** – Scaffolding installed below low steel for the entire width of the bridge reduces vertical clearance by approximately 8 ft, and is lighted at night with red lights. Mariners are requested to use alternate routes during the project.  
Chart: 18754 LNM 38/03 dated 23 Sep 2003.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - GOLDEN GATE BRIDGE** - Two scaffolds located in the main navigation channel span, and one scaffold in the southern span, reduce vertical clearance by approximately 12 ft and are lighted at night with red lights. The Golden Gate Bridge District has requested 48 hrs advance notice to move scaffolding. Scaffolding is moved to the piers when not in use.  
Chart: 18650 LNM 03/04 dated 20 Jan 2004.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE RETROFIT - WEST OF YBI** - Scaffolding, between piers A, B, C, D, E, and F reduces vertical clearance by approximately 10 ft. All scaffolding is lighted at night. A work barge may be located in any span in support of scaffolding relocation or pier rehab. Updated information on barge locations and scaffolding movements will be provided by Broadcast Notice to Mariners.  
Chart: 18650 LNM 03/04 dated 20 Jan 2004.

**NORTHERN CALIFORNIA – ISLAIS CREEK – 3<sup>rd</sup> STREET DRAWBRIDGE RETROFIT**- The draw span is secured in the closed-to-navigation position **until 02 Sep 2004**, for seismic retrofit and rehabilitation. The bridge provides approximately 4.4 ft vertical clearance above mean high water when closed. Containment tarps under the bridge reduce horizontal clearance by approximately 70 ft.  
Chart: 18650 LNM 30/03 dated 29 Jul 2003.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE REPLACEMENT- EAST OF YBI**: Bridge construction is in progress along the north side of the existing bridge and extends from the Oakland shoreline to the main navigation opening east of YBI. Numerous piers are being constructed using floating equipment with anchor wires extending up to 1,100 ft in any direction. Anchor wires may be difficult to see and mariners are advised, for their own safety, to avoid passing through the construction area by going around the construction and using the main navigational channel east of YBI. Construction equipment is lighted at night. A temporary barge-loading ramp is under construction at Wharf 7 near the Oakland Outer Harbor. Mariners may contact the D/B *GENERAL* or the D/B *VANCOUVER* via VHF-FM Ch 66, or by telephone at (510) 508-0250, to determine conditions at the bridge.  
Chart: 18650 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA - CHINA BASIN - 4<sup>th</sup> STREET DRAWBRIDGE RETROFIT**- The 4<sup>th</sup> Street Drawbridge has been removed from the waterway. The **estimated time of reinstallation is Apr 2004**. Floating equipment, cofferdams, and silt curtains located between the channel piers provide at least 35 ft horizontal clearance. Obstructions are lighted at night with red lights. Floating equipment can be moved upon one-hour notice by contacting (415) 716-8358 or (415) 554-8351.  
Chart: 18650 LNM 27/03 dated 08 Jul 2003.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - RICHMOND-SAN RAFAEL HIGHWAY BRIDGE RETROFIT** – Scaffolding in both navigation channel spans reduces vertical clearance by approximately 8 ft. **On 04 and 05 Feb 2004** barge anchor wires extending approximately 75 ft into the channel and 300 ft upstream and downstream at the east side of the east channel span can be moved if requested upon one hour advance notice. The barge can be moved upon two hours notice. Floating equipment, periodically blocking the east channel span, will be unable to move for passage of vessels. Updates will be provided by Broadcast Notice to Mariners. Anchor wires may be difficult to see and mariners are advised, for their own safety, to avoid passing through the construction area by going around the construction and using the main navigational channel. Mariners are requested to contact the TUG *APRIL T* via VHF-FM Ch. 13 approximately 20 mins in advance to discuss wake issues and passing arrangements. Mariners may contact Coast Guard VTS for assistance in establishing communications with the bridge.  
Chart: 18654 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA – PETALUMA RIVER – BLACKPOINT RAILROAD DRAWBRIDGE** – The sheer fence on the northwest side of the pivot pier and swing span is damaged, and may not provide adequate protection for the bridge. Steel protruding approximately two inches channelward from the top of the rest piers may damage vessels, and mariners are advised to avoid contact with the rest piers. Electrical cable is suspended below low steel of the approach span and presents a hittable obstruction for smaller vessels using those openings.  
Chart: 18654 LNM 26/03 dated 01 Jul 2003.

**NORTHERN CALIFORNIA – NAPA RIVER - MAXWELL IMOLA AVE DRAWBRIDGE REPLACEMENT** – Construction is in progress on the upstream side of the existing drawbridge. Temporary cofferdams and trestles, extending channelward from the bank, reduce horizontal clearance to 65 ft and are lighted at night with red lights.  
Chart: 18654 LNM 24/03 dated 17 Jun 2003.

**NORTHERN CALIFORNIA – CARQUINEZ STRAIT – I-80 HIGHWAY BRIDGE REPLACEMENT (DOWNSTREAM SUSPENSION BRIDGE)** – A single traveler remains below low steel, reducing vertical clearance by 4 ft or less in the northernmost 160 ft of the north channel and is lighted at night with red lights. Mariners should contact *CARQUINEZ BRIDGE* via VHF-FM Ch. 13 at least 10 mins in advance to stop welding and to make passing arrangements.  
Chart: 18655 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA – CARQUINEZ STRAIT – I-80 HIGHWAY BRIDGE REHAB (UPSTREAM BRIDGE)** – The maintenance travelers and rails attached to the underside of the bridge are being replaced. During daylight hours, Mon-Fri **through Dec 2004**, four temporary construction travelers, measuring 8 ft wide and reducing vertical clearance by 5 ft, will be located in either channel span. Construction travelers can be moved if requested upon 30 min advance notice from approaching vessels. Mariners should contact the *CARQUINEZ BRIDGE* via VHF-FM Ch. 13 at least 30 mins in advance to make passing arrangements.  
Chart: 18655 LNM 05/04 dated 03 Feb 2004.

03 Feb 2004

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LNM 05/04

## Bridge Info (Cont)

**NORTHERN CALIFORNIA - THREE MILE SLOUGH - EMERGENCY DRAWBRIDGE OPERATING CHANGE** - The lift cables of the Three Mile Slough drawbridge near Rio Vista are deteriorating at an accelerated rate and are being replaced to avoid catastrophic failure and disabling of the drawbridge. CalTrans engineers have determined that reducing the number of bridge openings to twice daily, **at 1000U and 1500U**, will preserve the remaining lift cables until replacements can be fabricated and installed. The emergency operation and repair is **in progress through April 2004**. Cables will be replaced **between the hours of 1900U and 0500U during April 2004**. The bridge continues to open upon demand for emergency response vessels and commercial traffic. Mariners should contact the bridge via VHF-FM Ch. 16 and 9 to determine conditions at the bridge.  
Chart: 18661 LNM 50/03 dated 16 Dec 2003.

**NORTHERN CALIFORNIA - NOYO RIVER - HIGHWAY 1 BRIDGE REPLACEMENT** - Demolition of the replaced bridge has begun. Fenders beneath the existing bridge reduce horizontal clearance in the navigation channel to approximately 100 ft, and are lighted at night with red lights. Work is in progress **24 hours per day, 7 days per week until further notice**. Brief delays to vessel traffic should be expected during bridge demolition and movement of construction equipment across the channel. Flag boats are provided to notify mariners when construction equipment is moving. Updated information will be provided via Broadcast Notice to Mariners. Mariners should contact MCM Construction Base, via VHF-FM Ch 16, or telephone (707) 964-4518, to make passing arrangements.  
Chart: 18626 LNM 26/03 dated 01 Jul 2003.

**NORTHERN CALIFORNIA - HUMBOLDT BAY - SAMOA BRIDGES SEISMIC RETROFIT** - Temporary trestle construction is in progress out of the channel at the western shore of the Samoa Channel. Two barges and a tug are reducing the horizontal clearance of the bridges to approximately 50 ft **during daylight hours through Feb 2004**, and can be moved upon 3 hours advance notice for the passage of vessels. Mariners should contact the TUG *IRON MIKE* via VHF-FM Ch. 16 at least 3 hrs in advance to discuss wake issues and make passing arrangements. Mariners are requested to use the alternate Middle Channel or Samoa Channel when possible to avoid work delays. The trestle is lighted at night with white lights.  
Chart: 18622 LNM 05/04 dated 03 Feb 2004.

**NORTHERN CALIFORNIA - CARQUINEZ STRAIT - BENICIA/ MARTINEZ/ NEW I-680 HIGHWAY BRIDGE CONSTRUCTION** - Floating equipment with anchor wires and new bridge piers, limit horizontal clearance upstream of the UP Railroad Drawbridge to approximately 510 ft. Floating equipment at these locations can be moved upon 3 hours advance notice when a tug is present and upon 6 hours advance notice when a tug is not present. **During Feb 2004**, a catamaran with anchor wires will be located at the new bridge pier adjacent to the north side of the main channel. The anchor and wires can be moved upon one-hour advance notice. Mariners should contact the *Westar Marine Tug at Benicia Bridge* via VHF-FM Ch. 13 to make passing arrangements. Bridge pier construction is in progress along the entire length of the bridge, with anchor lines extending 800 ft upstream and downstream from the bridge. Anchor wires may be difficult to see and mariners are advised, for their own safety, to avoid passing through the construction area by going around the construction and using the main navigational channel. For work away from the main channel span, mariners should contact the D/B *PACIFIC*, the D/B *HAAKEN*, or the D/B *LA*, via VHF-FM Ch. 13, 14 and 67, to discuss wake issues and passing arrangements.  
Chart: 18657 LNM 05/04 dated 03 Feb 2004.

## VIII. CORRECTIONS TO LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 2003

(\*Denotes the column in which a correction has been made or new information added.)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
No.	Name and location	Position	Characteristic	Height	Range	Structure	Remarks
CALIFORNIA - Eleventh District							
4155	Colorado Reef Lighted Buoy CR	37 31 14 N 122 31 37 W *	<b>FI R 2.5s</b>		5		Red. 05/04
5160	- Buoy 10	37 35 02 N 122 15 15 W *				Red nun.	05/04
5180	- ENTRANCE LIGHT 2	37 33 10 N 122 11 48 W  *	<b>Q R</b>	15	4	TR on pile.	HORN: 1 blast ev 10s (1s bl.) Operates continuously from Oct. 1 to Apr. 1. Higher intensity beam upstream. Ra. ref. 05/04
5190	- ENTRANCE LIGHT 4	37 32 50 N 122 11 42 W *	<b>FI R 2.5s</b>	15	4	TR on pile.	Ra. ref. 05/04
5195	- LIGHT 5	37 32 26 N 122 11 34 W *	<b>FI G 4s</b>	15	3	SG on pile.	Ra. ref. 05/04

# Light List Corrections (Cont)

5215	- LIGHT 10	37 31 45 N 122 11 46 W *	<b>FI R</b> 4s	15	3	TR on pile.		05/04
5230	- LIGHT 12	37 31 33 N 122 12 02 W *	<b>FI R</b> 6s	15	4	TR on pile.		05/04
5240	- LIGHT 13	37 31 15 N 122 12 18 W *	<b>FI G</b> 2.5s	15	3	SG on pile.	Ra. ref.	05/04
5250	- LIGHT 16	37 31 01 N 122 12 3 W *	<b>FI R</b> 6s	15	4	TR on pile.	Ra. ref.	05/04
5260	- LIGHT 20	37 30 34 N 122 12 49 W *	<b>FI R</b> 4s	15	3	TR on column.	Ra. ref.	05/04
5305	- LIGHT 16	37 29 34 N 122 05 13 W *	<b>FI R</b> 4s	15	3	TR on pile.	Ra. ref.	05/04
5310	- LIGHT 17	37 28 43 N 122 04 37 W *	<b>FI G</b> 4s	15	3	SG on pile.	Ra. ref.	05/04
5315	- LIGHT 18	37 28 12 N 122 03 50 W *	<b>FI R</b> 4s	15	3	TR on pile.	Ra. ref.	05/04
5635	- North Channel Buoy 15	37 56 14 N 122 26 48 W *				Green can.		05/04
5730	- LIGHT 10	37 54 12 N 122 22 34 W *	<b>FI R</b> 4s	15	4	TR on pile.	Ra. ref.	05/04
5740	POINT POTRERO REACH RANGE FRONT PASSING LIGHT 14	37 54 09 N 122 21 37 W *	<b>Q R</b>	18	3	KRW on pile.	Visible 3° each side of rangeline.	05/04

## IX. ADDITIONAL ENCLOSURES

Enclosure (1)- Chartlet of Los Angeles Long Beach Construction Sites  
 Enclosure (2)- Glossary of Terms  
 Enclosure (3)- Coast Pilot Change No. 26  
 Enclosure (4)- Coast Pilot Change No. 27  
 Enclosure (5)- Coast Pilot Change No. 28  
 Enclosure (6)- Coast Pilot Change No. 29



A. J. SHAW  
 Commander, U.S Coast Guard  
 Chief, Aids to Navigation and  
 Waterways Management Branch

03 Feb 2004

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LNLM 05/04

## Enclosure (1)

The following is not intended for navigation, but is included to provide clarity for the Long Angeles/Long Beach Construction Site.



**Project 1** on the current projects chartlet is the filling in of the Southwest Slip in Los Angeles. This project is underway and the fill material is already visible above the waterline. This area will be reformatted for new pier space.

**Project 2** on the current projects chartlet is a shallow water habitat extension. This area is being filled with the dredged material from the harbor. This site was needed to replace the shallow water habitat that has been lost due to all of the construction in the harbor.

**Project 3** on the current projects chartlet is the dredging of the harbor. The harbor is being dredged down to a depth of 53 feet.

**Project 4** on the current projects chartlet is the extension of Pier 300. This project is going to lengthen the current pier, as well as add some depth to the pier. The construction of the pier will not have a negative affect to navigable waters, as it is in a temporary shallow water habitat.

**Project 5** on the current projects chartlet is the extension of Pier 400. Currently the area is being filled in to a depth of 15 feet. Eventually the area will be completely filled in and a pier constructed in its place.

**Project 6** on the current projects chartlet is the construction of the Pier S Wharf.

**Project 7** on the current projects chartlet is the reconfiguration of Piers 1, 2, and 3 that are located next to Pier T. These piers are currently being demolished. The plan for this area is to create one long pier face that runs southwest to northeast on Pier T. This pier will be used for commercial traffic.

**Project 8** on the current projects chartlet is the filling in of the Anchorage Storage area to a depth of 46 ft.

**Project 9** on the current projects chartlet is the extension of Pier G in the Southwest Basin.

**Project 10** on the current projects chartlet is the extension of Pier J.

**Project 11** on the current projects chartlet is the construction of the Queen Mary Terminal. This project has been completed.

## Enclosure (2)

### Glossary of Terms

APP - Approach  
BY - Buoy  
BB - Bell Buoy  
BNM - Broadcast Notice to Mariners  
BR - Bridge  
BRKW - Breakwater  
CFR - Code of Federal Regulations  
CH - Channel  
COLREGS - International Regulations for Preventing Collisions at Sea  
COLREGS DEMARCATION LINE - The separation of international and inland waterways  
CRK - Creek  
DB - Derrick Barge  
DBN - Day beacon  
DEG - Degree  
dGPS - Differential Global Positioning System  
DOLPHIN - A cluster of pilings  
DWSC - Deep Water Ship Channel  
E - East  
EBB - Tidal current toward the sea  
F - Fixed  
FENDER - The protection system at a bridge  
FL - Flashing  
FLOOD - Tidal current toward the shore.  
FS/FOGSIG - Fog Signal  
GB - Gong Buoy  
GPS - Global Positioning System  
HB - Horn Buoy  
HBR - Harbor  
HWY BR - Highway Bridge  
IS - Island  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LDG - Landing  
  
LEAF - The movable portion of a bascule bridge  
LGB - Lighted Gong Buoy  
LHB - Lighted Horn Buoy  
LK - Lake  
LLNR - Light List Number  
LMB - Lighted Mooring Buoy  
LNM - Local Notice to Mariners  
LT - Light  
  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MB - Mooring Buoy  
MHW - Mean High Water  
MKR BY - Marker Buoy  
MLLW - Mean Lower Low Water  
MSO - Marine Safety Office  
M/V - Motor Vessel  
N - North  
NM - Nautical Mile  
NMS - National Marine Sanctuary  
Northern California - From Point Conception north to California/Oregon state line  
NPS - National Park Service  
NWR - National Wildlife Refuge  
PT - Point  
Q - Quick  
RACON - Radar Beacon  
RB - Regulatory Buoy  
RCK - Rock  
RF LT - Range Front Light  
RIV - River  
RR - Railroad  
RR BR - Railroad Bridge  
RR LT - Rear Range Light  
SLGH - Slough  
S - South  
SOUTHERN CALIFORNIA - South of Point Conception to the California/Mexico Border -  
SPD - Speed  
SOFFIT - The "low steel" or other point restricting vertical clearance on a bridge  
TRLB - Temporary Lighted Buoy - Use Caution, submerged aid may be present.  
TRUB - Temporary Unlighted Buoy - Use Caution, submerged aid may be present.  
USC - United States Code  
VTS - Vessel Traffic Service  
W - West  
WB - Whistle Buoy  
WHF - Wharf  
WR - Wreck

**In addition, there are numerous definitions and explanations of terms in the Light List, COMDTPUB P16502.6 Light List, Volume VI, 2003 edition. The light list is available from:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, GPO stock number: 050-012-00403-0, Phone number: (202) 512-1800-Price \$31.00 or from <http://www.navcen.uscg.gov/pubs/LightLists/V6COMPLETE.PDF>

### Enclosure (3)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35<sup>th</sup>) Edition. Change No. 26.

Coast Pilot 7 35<sup>th</sup> 2003 Corrections

Page 407-Paragraph 266 through  
Paragraph 267, line 6; read:

The entrance to Tillamook Bay is protected by jetties. The N jetty extends about 650 yards offshore. A dredged entrance channel crosses the bar and leads between the jetties, thence the channel continues through the N end of Tillamook Bay to a turning basin just W of Miami Cove. An access channel leads N from the turning basin to a mooring basin at the town of Garibaldi. In July 2002-June 2003, the controlling depths were 15 feet in the entrance and through the channel to Garibaldi Light 19, thence 9 feet along the N edge of the turning basin in the approach to the mooring basin; thence in 1999, depths of 1 to 3 feet were in

the turning basin; thence in 1996-2000, a depth of 10 feet was available in the access channel to the mooring basin with depths of 6 to 9 feet in the basin. The project for the turning basin is inactive and has not been maintained for several years.

A lighted whistle buoy is 1.25 miles W of the seaward end of the N jetty. The N jetty is marked by a light and fog signal. The entrance and channel to Garibaldi are marked by buoys, lights and a daybeacon. The area from the whistle buoy to the bay entrance frequently shoals which causes heavy breakers. Mariners are advised that ... (BP 178568; BPs 181271-72; CL 1222/03; LL/03; CEM-Portland/90)

### Enclosure (4)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35<sup>th</sup>) Edition. Change No. 27.

Coast Pilot 7 35<sup>th</sup> 2003 Corrections

Page 181-Paragraph 3050, insert after:

**\$165.1317 Security and Safety Zone;  
Large Passenger Vessel Protection,  
Puget Sound and adjacent waters,  
Washington.**

(a) *Notice of enforcement or suspension of enforcement.* The large passenger vessel security and safety zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the large passenger vessel security and safety zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a).

Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the large passenger vessel security and safety zone is suspended.

(b) *Definitions.* The following definitions apply to this section:

*Federal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

*Large Passenger Vessel* means any cruise ship over 100 feet in length carrying passengers for hire, and any

auto ferries and passenger ferries over 100 feet in length carrying passengers for hire such as the Washington State Ferries, M/V COHO and Alaskan Marine Highway Ferries. Large Passenger Vessel does not include vessels inspected and certificated under 46 CFR, Chapter I, Subchapter T such as excursion vessels, sight seeing vessels, dinner cruise vessels, and whale watching vessels.

*Large Passenger Vessel Security and Safety Zone* is a regulated area of water established by this section, surrounding large passenger vessels for a 500-yard radius to provide for the security and safety of these vessels.

*Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

*Navigation Rules* means the Navigation Rules, International-Inland.

*Official Patrol* means those persons designated by the Captain of the Port to monitor a large passenger vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (1) to enforce this section are designated as the Official Patrol.

*Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

*Washington Law Enforcement Officer* means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security and safety zone.* There is established a large passenger vessel security and safety zone extending for a 500-yard radius around all large passenger vessels located in the navigable waters of the United States in Puget Sound, WA, east of 123°30' West Longitude. [Datum: NAD 1983].

(d) *Compliance.* The large passenger vessel security and safety zone established by this section remains in effect around large

passenger vessels at all times, whether the large passenger vessel is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the large passenger vessel security and safety zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.

(e) The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(f) When within a large passenger vessel security and safety zone all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

(g) To request authorization to operate within 100 yards of a large passenger vessel that is underway or at anchor, contact the on-scene official patrol or large passenger vessel master on VHF-FM channel 16 or 13.

(h) When conditions permit, the on-scene official patrol or large passenger vessel master should:

(1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large passenger vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(2) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel or within 25 yards of a moored large passenger vessel with minimal delay consistent with security.

(i) When a large passenger vessel approaches within 100 yards of any vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Puget Sound, his designated representative or the on-scene official patrol to do otherwise.

(j) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), and (i), of this section.

(k) *Exception.* 33 CFR part 161 contains Vessel Traffic Service regulations. When measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR part 161 also apply, the regulations govern rather than the regulations in this section.

(l) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies,

when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a large passenger vessel, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

(m) *Waiver.* The Captain of the Port Puget Sound may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(FR 1/14/04)

## Enclosure (5)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35<sup>th</sup>) Edition. Change No. 28.

Coast Pilot 7 35<sup>th</sup> 2003 Correction  
Page 218-Paragraph 3864 through  
Paragraph 3878, read:

### **\$334.1220 Hood Canal, Bangor; naval restricted areas.**

(a) Hood Canal, Bangor; Naval restricted areas-(1) Area No. 1. That area bounded by a line commencing on the east shore of Hood Canal at latitude 47°46'18"N, longitude 122°42'18"W; thence latitude 47°46'32"N, longitude 122°42'20"W; thence to latitude 47°46'38"N, longitude 122°42'52"W; thence to latitude 47°44'15"N, longitude 122°44'50"W; thence to latitude 47°43'53"N, longitude 122°44'58"W; thence to

latitude 47°43'17"N, longitude 122°44'49"W.

(2) Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at latitude 47°46'26"N, longitude 122°42'49"W.

(3) The regulations-(i) Area No. 1. No person or vessel shall enter this area without permission from the Commander, Naval Submarine Base Bangor, or his/her authorized representative.

(ii) Area No. 2. (A) The area will be used intermittently by the navy for magnetic silencing operations.

(B) Use of any equipment such as anchors, grapnels, etc., which may foul underwater installations within the

restricted area, is prohibited at all times.

(C) Dumping of any non-buoyant objects in this area is prohibited.

(D) Navigation will be permitted within that portion of this circular area not lying within Area No. 1 at all times except when magnetic silencing operations are in progress.

(E) When magnetic silencing operations are in progress, use of the area will be indicated by display of quick flashing red beacons on the pier located in the southwest quadrant of the area.

(4) Enforcement. The regulations in this subsection shall be enforced by the Commander, Naval Submarine Base Bangor, or his/her authorized representative.

(FR 1/5/04; CL 23/04)

Page 244-Paragraph 52, line 4; read: and any other U.S. port, are subject to pilotage. Further information regarding pilotage requirements are detailed in the Pilotage section of the **Port of San Diego Tariff**, available through the ship's agent or directly from the Port District at (619) 686-6343.

(CL 70/04)

Page 244-Paragraph 54, lines 4-11-; read:

monitors VHF-FM channels 16 and 12, 1 hour prior to scheduled vessel arrivals; VHF-FM channel 12 is used as a working frequency. If contact with the pilot is needed prior to 1 hour in advance of arrival, information should be relayed via the ship's agent.

The San Diego Bay Pilots have two pilot boats; a 65-foot white vessel with the word PILOT on the front of the fly bridge and a 38-foot white monohull with the word PILOT on the front of the wheelhouse. Both boats display the International Code flag 'H' while engaged in pilotage duties during daylight hours and white over red lights at night.

Arrangements for pilots are made via ship's agent and boarding information via radio by calling "San Diego Pilots" on VHF-FM channel 12. Pilots request ...

(CL 70/04)

Page 245-Paragraph 55, lines 2-6; read: Approach Lighted Whistle Buoy SD (32°37'18"N., 117°14'48"W.) When approaching San Diego, vessels should pass to the S and E of the buoy leaving it on the port side when making the approach, unless otherwise directed by the pilot. When boarding, pilots request vessels maintain a speed of 7 knots and rig the pilot ladder 6 feet above the water on the lee side.

(CL 70/04; LL/03)

**Enclosure (6)**

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35<sup>th</sup>) Edition. Change No. 29.

Coast Pilot 7 35<sup>th</sup> 2003 Corrections  
Page 506-Paragraph 14, line 22; read:  
sound). **To report an oil spill call 1-800-258-5990.**

The **U.S. Coast Guard** and the **Puget Sound Harbor Safety Committee** have developed and adopted a Harbor Safety Plan that formally establishes a set of Standards of Care for Puget Sound and surrounding waters. The standards and protocols contained in the **Puget Sound Harbor Safety Plan** complement and supplement existing federal, state, and local laws. The Harbor Safety Plan is not intended to take the place of or otherwise intended to replace the good judgment of a ship's master in the safe operation of his/her vessel. These standards and protocols were developed and adopted by local experts for insuring greater safety. Some sections of the plan provide important safety info for professional mariners transiting Puget Sound, while the Standards of Care formalize and document good marine practice. The Harbor Safety Plan can be obtained by going to the Seattle Marine Exchange website at **www.marineexchange.com** or contact (206) 443-3830.  
(CL 36/04)

Page 523-Paragraph 142: Delete.  
(CL 766/99)

Page 642-Paragraph 71, lines 8-10; read:  
meters).  
(CL 1774/03; NOS 81076)

Page 642-Paragraph 74, lines 3-5; read:  
March 1999-August 2003, the channel had a controlling depth of 31 feet to the basin, thence depths of 36 to 40 feet were available in the basin.  
(CL 1774/03; NOS 81076)

